

AIR GUARDIAN

176th Wing • Alaska Air National Guard

Seigneur experiences deployment as an ECS commander

By Capt. Candis Olmstead
176th Wing Public Affairs

The first of a two-part series on Expeditionary Combat Support

Many people in the 176th Wing are familiar with the large deployments when a flying squadron is sent to support a mission overseas. It is more rare for people to hear about wing members who deploy as Expeditionary Combat Support.

ECSers are sent to provide essential functions and tasks necessary to quickly deploy anywhere and set up and sustain combat operations. Oftentimes on their own, without the morale-boosting advantage one may experience by deploying with a group of people from home base.

Before Operation Iraqi Freedom and the resulting Enduring Freedom deployment to Uzbekistan and Afghanistan; and prior to any talk of volunteering in support of Operation Joint Forge to Germany, the 176th

Wing had members deploying to some pretty interesting destinations.

People like the Logistics Readiness Squadron's Major

Randy Seigneur. The good major spent the better part of three months in the Kyrgyz Republic.

Informally known as Kyrgyzstan, the newly independent nation is in Central Asia and is currently involved in intense political and economic change.

From the end of October 2002 through January 2003, Seigneur deployed as the only member from the 176th Wing to Ganci Air Base, Kryrgyz Republic. Ganci, located at the civilian Manas International Airport, is formerly a Russian asset.

Seigneur was sent to serve as the Expeditionary Logistics Readiness Squadron commander for the 376th Air Expeditionary Wing. The primary mission of the 376 AEW was to use F-16s to fly daily close air

support over Afghanistan, and drop bombs as needed in support of coalition ground forces in Afghanistan.

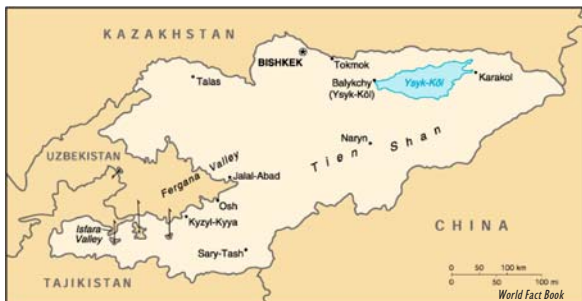
The 376th operated in a coalition environment—composed of the United States and seven other nations: Kyrgyz Republic, Holland, Denmark, Norway, Italy, Spain, and Korea. As Seigneur notes in an after-action report, this was the first time since WWII that most—if not all—of the European nations at the wing had been able to perform a “live drop.”

Major Seigneur's ECS deployment is something many members of the Air National Guard won't have an opportunity to experience first-hand. For more details on his deployment and to read his “interesting observations,” go to the Y drive under “Air Guardian, February 04, Seigneur.”

See next month's article highlighting wing members who have deployed as ECS since 9/11.



An F-16 takes off from Ganci AB, Kyrgyz Republic headed for Afghanistan. In the foreground are poppies which drive the economy. The locale was favorably compared by deployed members to the beauty of Alaska.



The Kyrgyz Republic is a small, low income, mostly muslim country which achieved independence from the Soviet Union in 1991. The terrain is mountainous with nearly 90 percent of the country at more than 4,500 feet above sea level. Ganci AB is situated in the north at Bishkek.

Chief's Corner

Final Words from the Command Chief



Chief Master Sgt. William "Jake" Jacobson
176th Wing Command Chief

I want to take advantage of my last Chief's Corner to say how proud and privileged I have been to be your Command Chief. I have had a fantastic career here at Ku-

lis, starting with the 144th Airlift Squadron, then with the 210th Rescue Squadron and the last 4 plus years as the 176th Wing Command Chief. I arrived here in 1975, just ahead of our original C-130s. It was an exciting time then, as it is an exciting time now. We have double the manning and aircraft inventory and I can't even count how many new facilities.

With so many changes, the one thing that has remained the same is the quality of our people. I have had the good fortune to travel and see many organizations and bar none, the 176th is the best of them all. From our leader, Brig. Gen. Ramsay, to our newest enlisted airman, it is our people that make us great.

In closing I would ask you to give our new Command Chief, Chief Master Sgt. Tillman, the same great support you gave me as he works with you to bring this outstanding organization to yet another level.

Goodbye, good luck and it has been an honor to serve with each and every one of you.

Chief at the beginning of his career: Loadmaster Airman 2nd Class Jacobson loads a C-130 at Quan Loi, Vietnam for airlift to Saigon, circa August 1967.



Yankee Doodle magazine

- Chief Jake

Fuel Your Future

Who do you know?

Alaska Air National Guard

The 176th Wing needs your help filling over 200 unit vacancies!

- We have a 90% success rate enlisting referrals from Guard members!
- Without your referrals, our recruiters process 30 packages for one successful enlistment.

Who do you know that will enjoy the education, benefits, and pride of serving our state and nation?

**Recruiters: 249-1282
or 800-642-6228**

Do you have news to share?

We welcome articles and captioned photos relevant to members of the 176th Wing. Submissions must be accurate in fact, and will be edited for clarity and length. Articles will be published as space permits. Submissions are due on Sunday of the UTA prior to the month the article will be published.

Submit articles as Microsoft Word attachments via e-mail. Photographs must be 300 dpi TIF or JPG images, also submitted as attachments via e-mail. Please send to both:

candis.olmstead@akanch.ang.af.mil
kathryn.baines@akanch.ang.af.mil

We may be contacted at (907) 249-1352. The office is manned with Traditional Guardsmen, so please leave a message.

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WING COMMANDER

Brig. Gen. Gene Ramsay

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Capt. Candis Olmstead
Staff Sgt. Kathryn Baines
Senior Airman John Callahan
Senior Airman Kimberly Glasco

MULTIMEDIA STAFF

Senior Master Sgt. Paul Charron
Master Sgt. Michael Blume
Tech. Sgt. Nanette Martinez
Staff Sgt. Shannon Oleson
Staff Sgt. Alan Swircenski
Staff Sgt. Asia Gile
Senior Airman Kitty Greene

Tillman named new Wing Command Chief Master Sergeant

Command Chief Master Sgt. Tim Tillman, formerly the Health Services Management Chief Enlisted Manager for the 176th Medical Squadron, became the 176th Wing Command Chief Master Sergeant on Jan. 11. A traditional Guardsman, Chief Tillman is employed full-time as the facilities manager for FedEx Express Alaska Operations. He is responsible for all aspects of building and equipment maintenance for FedEx facilities throughout the state.

The chief was born in Iowa and raised just outside Detroit. He gradu-

ated from Walled Lake Western High School in 1974 and entered the Air Force in March of 1975. After completing his commitment in December 1979, he joined the Alaska Air National Guard, first working as a doppler repairman on C-130 aircraft. Later he joined the 176th Medical Squadron as a biomedical equipment craftsman before accepting the challenge of managing the medical administration section.

Tillman replaced Chief Master Sgt. Jake Jacobson, who served in the position for four and a half years.



Chief Master Sgt. Timothy B. Tillman
176th Wing Command Chief

The Alaska Air National Guard: Then and now

By Master Sgt. Jennifer Keese
144th Airlift Squadron

The Alaska Air National Guard has been flying the C-130H Hercules for over 20 years now. Much has changed in that time but one thing remains constant: The eight aircraft received in 1983 are still flying strong, supporting missions throughout Alaska and the World.

Brig. Gen. Gene Ramsay, 176th Wing Commander, remembers going to pick up one of the new airplanes.

"It was like picking up a new car at the factory," Ramsay said. "It was really fun. It even smelled new."

In 1983 there were no war zones to which the Alaska National Guard might deploy. The war in Vietnam was over, and the primary concern was the ongoing cold war with the Soviet Bloc.

Today, these same aircraft ferry cargo and military personnel in support of U.S. military and humanitarian missions in Europe and the area operating under the U.S. Central Com-

mand. That means more missions and the military measures this in terms of operational tempo.

The "ops tempo" at Kulis has increased steadily since 1983. Outside of drill weekends, a guard member in a flying unit in the early 1980s would

have been expected to work an average of 15 days of active duty each year. The equivalent number for their counterparts in a flying unit today is nearly triple that number.

Another stark difference is the increase in the number of women employed by the Guard. Senior Master Sgt. Ellen Lawson, a maintenance crew chief, came to the Alaska Guard from the California Guard in 1976. In California she was the only woman in the maintenance field.

"I moved to Alaska as an E-4, and there were technical sgt. females," Lawson said. "It was unheard of in other states, but there were a lot of

females here. This state has always led the way."

The AKANG has retained the highest percentage of women, nationwide,

"The Alaska Guard has retained the highest percentage of women, nationwide, for more than a decade..."

for more than a decade, according to Ramsay. Another mark of distinction; Kulis had the first female chief master sgt. in the nation.

The overall numbers of the AKANG have multiplied as well. Twenty years ago there were between 600 and 700 people in the organization, which was designated as a Tactical Airlift Group. Today there are 1,400 positions and 18 aircraft in the 176th Wing. Moreover, the AKANG has added the 168th Air Refueling Wing at Eielson AFB.

"In 1983, we were just gettin' good at flying Hercs. [Today] we are fit and ready to be involved with [any] important mission," Ramsay said.

Promotions

Major

Michael Method II 176 OSF

Captain

Michael Jordan 144 AS

Chief Master Sergeant

James Ebelacker 176 MDS

Robert McNeil 210 RQS

Senior Master Sergeant

Forest Muhle 210 RQS

David Streit 176 WG

Rayanne Zellner 176 MSF

Master Sergeant

Teresa Cooper 176 WG

Joseph Dibenedetto 176 ACS

Mark Eggleton 176 ACS

Tod Hemmert 176 ACS

San Juan Kingrey 176 CES

Brian Lewis 176 MSF

Paula Parrish 176 MSF

Technical Sergeant

Michael Arthur 176 CES

Jeffery Austin 176 ACS

Paul Fussey 176 CES

Carlos Gonzalez 176 ACS

Margaret Kirze 176 WG

Christopher Rothermel 176 MXS

Staff Sergeant

Thomas Bradley 176 CES

Evan Budd 176 ACS

Cirena Colvin 176 SFS

Paul Deguzman 176 SFS

Timothy Holm 176 SFS

James Iagulli, Jr. 206 CBCS

Patrick Lang 176 MXS

Craig Michael 210 RQS

Senior Airman

Stewart Andringa 176 MXS

Christopher Cannon 176 CF

Teying Chiang 176 LRS

Joseph Cooper 176 ACS

Top Graduates

Distinguished Graduate

AIC Ian Hromada 176 MXS

AIC Jessica Lingo 176 APF

BMT Honor Graduate

AB Jessica Lingo 176 APF

JACKET, PULLOVER REQUIRE NAMETAGS

The Air Force has established both the mandatory wear date and proper wear for the new metallic nametag on service dress uniforms and pullover sweaters.

Effective Jan. 1, the nametag must be worn on the wearer's right side of the service dress jacket with the bottom of the nametag level with the bottom of the ribbons, said Air Force Personnel Center officials. It should be centered between the sleeve seam and the lapel. The nametag will also be worn on pullover sweaters on the wearer's right side with the bottom of the nametag centered between the middle of the sleeve seam and the seam of the neckline. It will not be worn on the cardigan sweater.

For more information, contact the military personnel flight



Change of Authority

Gathered audience members applaud Chief Master Sgt. Jacobson's tenure as the 176th Wing Command Chief. From left to right: Brig. Gen. Ramsay, Kathy Ramsay, Command Chief Master Sgt. Jacobson, Lynn Shaw, Chief Master Sgt. Tillman. The Change of Authority ceremony, brought back from obscurity by Ramsay, is a first for the wing.



Senior Master Sgt. Paul Charron

Air Battle Manager Vacancy

Join the 176th Air Operations Group! We are looking for highly motivated and capable professionals, 1st Lt. through Capt.

This is a drill status position and may close anytime after Feb. 15.

The AFSC 13B3 is awarded upon successful completion of the nine-month long Air Battle Manager Course at Tyndall AFB, Florida. All applicants must pass a security clearance screening process interview and a Class III flight physical prior to commission. The security clearance process can take up to one year.

Contingent on funding availability, the selected individual will be considered for a Continuum of Service tour (active duty for special work service through Sept. 30, 2005).

For further information or assistance contact Capt. Keolani Bailey at 552-0124.

Kulis' Newest Mascot



Senior Master Sgt. Paul Charron

Native to the coastal rain forests of Southeast Alaska, a Sitka black-tailed deer has made a surprising migration to Anchorage and found a safe haven amongst the trees of Kulis ANGB. Spotted a little over a month ago, it has been conjectured by some that the young buck gained entry by bounding over the 10-foot perimeter fence. Others speculate that the deer got the best of Security Forces and slipped in through the front gate without proper identification. Threatcon Bambi, anyone?

The World Championship Dog Weight Pull

a sport that grew out of Alaska...

Dog enthusiasts need to mark their calendars now and make plans to attend or compete at the World Championship Dog Weight Pull. This is a very competitive and interesting sport. For more information call 346-1749 or check the website: <http://alaskasaint.com>

Here's the remaining schedule:

- 1/31** AK State Championship, Soldotna
- 2/7** Willow Winter Carnival Dog Weight Pull, Willow
- 2/28** World Championship Dog Weight Pull, Fur Rondy, Anchorage
- 3/28** Tug Bar Dog Weight Pull, Knik

Volunteer appreciation

Master Sgt. Joedy Wake sends her thanks to all who participated and made the Holiday Dinner and the Children's Christmas Party a jolly good time.

What's for lunch?

It was reported in last month's issue that the Services Flight would not be preparing hot meals for the next six months, due to upcoming exercises and inspections. However, an apparent distaste for MREs combined with a loud clamoring for a hot Hobbs Hall meal has led to compromise and a change in menu.

The 176th Services Flight will be offering for your dining pleasure, Kulis home cooking during the **March** and **May** drills.

Thank-you Senior Master Sgt. Jackson!



**You
should
Know...**

Govt. travel card scam

We've been informed that all active government card accounts could possibly receive a call by operators identifying themselves as Bank of America employees working with the Government Travel Card program. Cardholders may also be contacted by e-mail from support@Bankofamerica.com or Visa International Service. The scam artists claim they are checking suspicious card activity or need to reactivate your account and may ask for account numbers and other personal information. **Never** answer a GTC survey or e-mail that asks for such information. Only the Kulis Agency Program Coordinators can request this information. The current Kulis APCs are Lt. Col. Phillip Resseguie, Staff Sgt. Janet Lemmons, and Staff Sgt. David Victory. Report any attempts to your APC (x1422) and to the BoA as soon as they occur.



Duty Calls

Upcoming UTA dates

Month:	UTA:	Pay date:
Jan/Feb	1/31-2/1	12th
March	6-7	15th
April	15-18	28th

History of the Kulis “Thunder Pig”

Rare bird has a notorious past

By Staff Sgt. Kathryn Baines
176th Wing Public Affairs

First in a series describing Kulis’ static aircraft displays.

Staked to the ground in front of Spot 13, is one of the 310 manufactured C-123 Providers. This short range transport, nicknamed “Thunder Pig,” was used predominately in the 1960’s and 70’s to haul beans, bullets and the like onto short runways and makeshift airstrips. It has also taken the lives of more wing members than any other aircraft.

Flown by the 144th from 1960 to 1976, the Provider was involved in two major accidents, resulting in nine deaths, including the then Alaska Adjutant General, Maj. Gen. Tom Carroll.

The first Provider crash occurred in Valdez in 1964. The plane, participating in earthquake relief efforts, dropped into the bay immediately after take-off, killing all on board. The last happened on Dec. 15, 1965, when a C-123 crashed into a



Top: C-123J “Provider,” USAF serial number 56-4395 is original, but this airframe is registered as N4393E in the name of Alaska Dept. of Interior. The static display is located on West Perimeter Rd. in front of the NCO Club, Spot 13.

Right: Herbicide sortie over the forests of Southeast Asia, circa late 1960’s.



mountainside at the remote Air Force site, Cape Romanzof, Alaska.

In keeping with military tradition, static displays planes are erected to pay tribute to those who gave their lives in service. The display aircraft are acquired through a variety of sources and often come with their own unique history. Our C-123J Provider is no

exception.

C-123J, serial number 56-4395, saw much service in the Vietnam War, and was used extensively in the controversial Operation Ranch Hand. The mission’s goal was to defoliate the jungles of Vietnam, exposing hiding places and eliminating food sources of the Viet

Cong and the North Vietnamese Army.

Successful defoliation required dangerous tactics. The unarmed Provider would sweep in low and slow,

straight into enemy fire, to deliver the potent herbicide known as Agent Orange. As a result, Ranch Hand aircraft were shot at and hit more frequently than any other Air Force unit in the Vietnam War.

A brochure describing all the AKANG Memorial Aircraft can be found on the Kulis Y: drive under



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